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CENTRAL INTELLIGENCE AGENCY

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SUBJECT Maritime Activities at VEB Neptun-Werft and
Schiffswerft Uebigau

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1. Although the Neptun-Werft, Rostock, is a VAB, it works exclusively for the Russian Navy and merchant fleet. All the workers at the shipyard are pledged to secrecy; the yard itself is carefully guarded. Some time ago several marine construction specialists, among them employees of the various East German ministries and of the German Maritime Inspection and Classification Office (Deutsche-Schiffsrevision und Klassifikation) (DSRK), requested permission from the Ministry of Machine Construction to inspect the entire shipyard; the experts had attended a meeting in Rostock. The management of Neptun-Werft allowed the engineers to inspect only a few shops in which they were not particularly interested. Because of an order from the Russians, no one can inspect the rest of the installation. Several engineers from the Neptun-Werft have stated that inspection is restricted because coastal mine sweepers, torpedo boats and similar ships of the Russian Navy are continually being overhauled in the yard. Russian soldiers in work clothes have been observed in the area, and some of the work is done by the Russians themselves.
2. Neptun-Werft has almost completed a 3,000-ton freighter for the USSR. It will be the first ship of its size which the yard has constructed since World War II.
3. Schiffswerft Uebigau (VAB), Dresden, is constructing 50 pontons for a reparations order. The pontons are later equipped with cranes. They were to have been delivered to the Russians on 20 November 1952, but that deadline could not be met. Consequently, for every day of delay past the deadline the shipyard and/or the East German government has to pay a demurrage of 430,000 DEM. Pontons have been built previously at Uebigau, and supposedly 25 pontons are to be delivered in 1953 and in 1954. The finished pontons are transported from Uebigau via inland waterways to the Baltic coast, usually to the Neptun-Werft, where they are outfitted with cranes and other equipment. There they are taken over by the Russians. The USSR does not keep all the pontons for its own use; it sells some to satellite nations.

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4. Beginning 1 January 1953 the DSRK is to be subordinate to the General Directorate for Shipping (Generaldirektion Schifffahrt), which in turn is under the East German Ministry for Transport¹. It has not yet been decided whether or not the DSRK will move its headquarters from Miersdorf to Berlin, Scharnhorst Strasse, following the change.

1. Comment: Ministerium fuer Verkehr.

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